

# **Operations Committee Teleconference Minutes**

**February 13, 2005 0900-1000 pm Eastern Time**

## Participated in the Conference Call:

Gene Hartman, Chairman

Joe Vazquez, Vice Chairman

Richard Greenhut, A/C Selection Sub-Committee Chairman

Dick Bonner, Safety Sub-Committee Chairman

Jim Greenstone, Chief, National Health Services

Bob Ayres, MER

Rod Holton, RMR

Dave Lehtonen, SER

John Salvador, NHQ Advisor

Stacey McGinnis, NHQ Recorder

## Visitors

Russ Opland – Director IT Group

## Not able to Participate

Ed Lewis, Vice Chairman

Skip Guimond, Called in - on travel, Glider Sub-Committee Chairman

Jack Hildreth, Communications Sub-Committee Chairman

Drew Alexa, Director Advanced Technology Group

Andy Skiba, Director HLS Group

Hal Parker, SWR

Don Prouty, NER

Tom Weston, Called in – on travel, NCR

1. Roll call and intro of new members
2. Called for comments on committee ROE – none noted
3. Called for comments on 7 Nov 04 conference call – none noted
4. NB Agenda Item – Boonie Hat
  - Item has been overcome by events because the AF has denied CAP's wear
5. NB Agenda Item – Airborne Coastal Warning proposal
  - After a lengthy discussion the committee, in general, thought this was a viable mission, but was concerned about funding it. Due to a short notice request to have the committee response in the printed NB Agenda by 14 Feb 05, the full committee had not seen the following input:

The Operations Committee agreed that this proposal has merit in some geographical areas and could be used for other types of alert warning. Considerable discussion centered around the need for CAP Wings who want to perform this type of airborne warning mission (to include all types of possible warnings like flooding, nuclear accident, etc) to work with their States to determine if this is a mission the State wants them to perform and if so, how the State can fund it. Funding discussions should include not only the money needed to buy, install, and maintain the equipment, but also the

money needed for aircrews to train to maintain proficiency in the missions. The Operations Committee felt that already limited NHQ funds should not be used to buy and install the equipment. Funding should come from another source. Missions flown strictly in support of a State will probably have to be flown as Corporate missions unless the State is able to successfully request a Military Support for Civil Authorities mission through the Air Force. Note: This agenda item was subsequently withdrawn by the submitter.

6. NB Agenda Item – Mission Pilot Specialty proposal

- After considerable discussion that involved the concerns and the benefits of the proposal, the committee decided not to support the proposal. Due to a short notice request to have the committee response in the printed NB Agenda by 14 Feb 05, the full committee had not seen the following input:

The Operations Committee does not recommend approval of this agenda item. It would make it more complicated for Incident Commanders if CAP did this because the ICs would have to keep track of which level their Mission Pilots were both for initial mission assignment and also for possible retasking to a higher priority mission. In addition, several committee members felt that creating a new level of Mission Pilot would not be beneficial because they wouldn't have the minimum knowledge and experience to perform the vast majority of missions CAP gets tasked to do. The Operations Committee did recommend looking at the Transport Mission Pilot guidance to see if there are other missions these pilots could safely perform in addition to what is already listed in CAPR 60-3.

7. After a committee review of the above proposed inputs, any additional comments will be available during the NB meeting.
8. Meeting adjourned at 1005 PM.